

D. HUNT & SON.

And your wonder will treble when you see the goods, for you'll meet a former 10c fabric.

"Delays are dangerous" when choice is desired.

D. HUNT & SON.

PUBLIC LEADER

RECEIVED SUNDAY, JULY 20, 1908. TRANSMING AND CINCINNATI.

Thomas A. Dwyer

OFFICE: 100 Public Ledger Building, No. 10 East Third Street, Louisville, Ky.

SUBSCRIPTIONS IN ADVANCE:
One Year \$1.00
Six Months .50
Three Months .25

DELIVERED BY CARRIER.
Payable to Collector at end of Month.

WILL Editor-Judge WYATT please tell us what an unmitigated "persecutor" is, any way?

By knocking out the snide publications which have been getting rich at the expense of the Government, Postmaster General SMITH has taken a long step toward securing one cent letter postage for the people.

Of course, certainly, to be sure! The killing of one hobo and the maiming of two others who were bawling on the C. and O. track in this city Friday morning, affords a splendid opportunity for another damage suit against the Railway Company.

ALTHOUGH The Ledger Man is persona non grata to the self-evident ex-Democrat who now poses as the only genuine-simon-pure-ribbed-dyed-in-the-coul-red-republican in this city and county, he will cheerfully abide by the decision of the majority—unless 18 is again declared to be a majority of 27.

Apples and pears are falling badly.

Rev. Mr. Fisher of Millersburg Methodist School was in the county this week. He preached at Washington Presbyterian Church Sunday night. His large audience was much pleased with him.

Mr. May of Philadelphia, Delegate to the late Christian Endeavor Conference at Cincinnati, delivered a very interesting talk at the Washington Christian Endeavor Sunday evening. He has been a worker in the Society for many years. He and his wife left for their home in the Quaker City the first of the week.

One of the greatest sorrows which can overwhelm a man is to be told that his son yesterday when he died claimed his mother, bright and lovable little boy, Robert Middleton, aged 6 years last February, Thursday night at 10 o'clock. He was seized with convulsions, followed by convulsions produced by spinal meningitis, and at 5 o'clock Friday the little fellow died. His mother preceded him to the grave three years ago. He was devoted to his one brother and two little sisters, his foster-mother, Miss Curtis, and to his father and Uncle Omar, and the suddenness of his death has overwhelmed them. The funeral will be held from the Church of the Nativity Sunday morning at 10 o'clock. Burial in MacCreary Cemetery. Parishioners and friends invited.

SAFETY INVESTMENT CO.

What a Competent Authority Says of the Maysville Institution.

The Bond Investment Field of Cincinnati, one of the leading financial journals of the West, makes the following complimentary notice of a prominent new institution in our city:

"The Safety Investment Company has been incorporated under the laws of Kentucky, with headquarters at Maysville, Ky. The affairs of the company are in the hands of capable, disinterested men, and it is assured of a prosperous future. Handsome offices have been established at 27 West Second street, Louisville, Ky. The officers of the company are: E. P. Browning, President; Thomas H. Fisher, Vice-President; John C. Adams, Secretary and Treasurer. These, together with Judge Mat. Walton, constitute the directors."

That the company has already made great progress and is on a sure foundation is shown by the statement of its first redemption, published in this issue. It distributed \$11,777.73 of profits to its investors, which is a splendid achievement.

Notwithstanding the many advances in

Our prices are unchanged. We could go into the markets today and sell our Diamonds at wholesale at prices we are retailing them for. We prefer to give the people here the benefit of the LOW prices we are offering them for.

FINE WATCHES!

The Trusts are gradually going after the watch factories; therefore, a word to the wise is sufficient. Now is the time to buy a Watch and we are the people to buy from. Come let us show you how cheap we will sell you a good Watch.

W. H. Means has qualified as Administrator of the estate of Miss Mary Haddatt, deceased, with Dr. J. H. Samuel surety.

J. Frank Anderson, formerly of Flemingsburg, Traveling Freight Agent for the Southern Railroad, committed suicide at Memphis by shooting himself. The act is attributed to dependency due to bad health.

MAYSVILLE'S CHURCHES

WHERE RELIGIOUS EXERCISES WILL BE HELD SUNDAY.

First Presbyterian Church.
Rev. J. H. Fisher, D. D., Pastor.
Sunday school 9:30 a. m. in the German Church at 27 West Second street.
Worship 10:30 a. m. in the German Church at 27 West Second street.
Worship 7:30 p. m. in the German Church at 27 West Second street.
At 10:30 a. m. in the German Church at 27 West Second street.

Central Presbyterian Church.
Rev. J. H. Fisher, D. D., Pastor.
Sunday school 9:30 a. m. in the German Church at 27 West Second street.
Worship 10:30 a. m. in the German Church at 27 West Second street.
Worship 7:30 p. m. in the German Church at 27 West Second street.
At 10:30 a. m. in the German Church at 27 West Second street.

First Baptist Church.
Rev. J. H. Fisher, D. D., Pastor.
Sunday school 9:30 a. m. in the German Church at 27 West Second street.
Worship 10:30 a. m. in the German Church at 27 West Second street.
Worship 7:30 p. m. in the German Church at 27 West Second street.
At 10:30 a. m. in the German Church at 27 West Second street.

First Methodist Church.
Rev. J. H. Fisher, D. D., Pastor.
Sunday school 9:30 a. m. in the German Church at 27 West Second street.
Worship 10:30 a. m. in the German Church at 27 West Second street.
Worship 7:30 p. m. in the German Church at 27 West Second street.
At 10:30 a. m. in the German Church at 27 West Second street.

First Lutheran Church.
Rev. J. H. Fisher, D. D., Pastor.
Sunday school 9:30 a. m. in the German Church at 27 West Second street.
Worship 10:30 a. m. in the German Church at 27 West Second street.
Worship 7:30 p. m. in the German Church at 27 West Second street.
At 10:30 a. m. in the German Church at 27 West Second street.

First Catholic Church.
Rev. J. H. Fisher, D. D., Pastor.
Sunday school 9:30 a. m. in the German Church at 27 West Second street.
Worship 10:30 a. m. in the German Church at 27 West Second street.
Worship 7:30 p. m. in the German Church at 27 West Second street.
At 10:30 a. m. in the German Church at 27 West Second street.

First Episcopal Church.
Rev. J. H. Fisher, D. D., Pastor.
Sunday school 9:30 a. m. in the German Church at 27 West Second street.
Worship 10:30 a. m. in the German Church at 27 West Second street.
Worship 7:30 p. m. in the German Church at 27 West Second street.
At 10:30 a. m. in the German Church at 27 West Second street.

First Baptist Church.
Rev. J. H. Fisher, D. D., Pastor.
Sunday school 9:30 a. m. in the German Church at 27 West Second street.
Worship 10:30 a. m. in the German Church at 27 West Second street.
Worship 7:30 p. m. in the German Church at 27 West Second street.
At 10:30 a. m. in the German Church at 27 West Second street.

First Baptist Church.
Rev. J. H. Fisher, D. D., Pastor.
Sunday school 9:30 a. m. in the German Church at 27 West Second street.
Worship 10:30 a. m. in the German Church at 27 West Second street.
Worship 7:30 p. m. in the German Church at 27 West Second street.
At 10:30 a. m. in the German Church at 27 West Second street.

First Baptist Church.
Rev. J. H. Fisher, D. D., Pastor.
Sunday school 9:30 a. m. in the German Church at 27 West Second street.
Worship 10:30 a. m. in the German Church at 27 West Second street.
Worship 7:30 p. m. in the German Church at 27 West Second street.
At 10:30 a. m. in the German Church at 27 West Second street.

First Baptist Church.
Rev. J. H. Fisher, D. D., Pastor.
Sunday school 9:30 a. m. in the German Church at 27 West Second street.
Worship 10:30 a. m. in the German Church at 27 West Second street.
Worship 7:30 p. m. in the German Church at 27 West Second street.
At 10:30 a. m. in the German Church at 27 West Second street.

First Baptist Church.
Rev. J. H. Fisher, D. D., Pastor.
Sunday school 9:30 a. m. in the German Church at 27 West Second street.
Worship 10:30 a. m. in the German Church at 27 West Second street.
Worship 7:30 p. m. in the German Church at 27 West Second street.
At 10:30 a. m. in the German Church at 27 West Second street.

First Baptist Church.
Rev. J. H. Fisher, D. D., Pastor.
Sunday school 9:30 a. m. in the German Church at 27 West Second street.
Worship 10:30 a. m. in the German Church at 27 West Second street.
Worship 7:30 p. m. in the German Church at 27 West Second street.
At 10:30 a. m. in the German Church at 27 West Second street.

First Baptist Church.
Rev. J. H. Fisher, D. D., Pastor.
Sunday school 9:30 a. m. in the German Church at 27 West Second street.
Worship 10:30 a. m. in the German Church at 27 West Second street.
Worship 7:30 p. m. in the German Church at 27 West Second street.
At 10:30 a. m. in the German Church at 27 West Second street.

First Baptist Church.
Rev. J. H. Fisher, D. D., Pastor.
Sunday school 9:30 a. m. in the German Church at 27 West Second street.
Worship 10:30 a. m. in the German Church at 27 West Second street.
Worship 7:30 p. m. in the German Church at 27 West Second street.
At 10:30 a. m. in the German Church at 27 West Second street.

First Baptist Church.
Rev. J. H. Fisher, D. D., Pastor.
Sunday school 9:30 a. m. in the German Church at 27 West Second street.
Worship 10:30 a. m. in the German Church at 27 West Second street.
Worship 7:30 p. m. in the German Church at 27 West Second street.
At 10:30 a. m. in the German Church at 27 West Second street.

First Baptist Church.
Rev. J. H. Fisher, D. D., Pastor.
Sunday school 9:30 a. m. in the German Church at 27 West Second street.
Worship 10:30 a. m. in the German Church at 27 West Second street.
Worship 7:30 p. m. in the German Church at 27 West Second street.
At 10:30 a. m. in the German Church at 27 West Second street.

First Baptist Church.
Rev. J. H. Fisher, D. D., Pastor.
Sunday school 9:30 a. m. in the German Church at 27 West Second street.
Worship 10:30 a. m. in the German Church at 27 West Second street.
Worship 7:30 p. m. in the German Church at 27 West Second street.
At 10:30 a. m. in the German Church at 27 West Second street.

First Baptist Church.
Rev. J. H. Fisher, D. D., Pastor.
Sunday school 9:30 a. m. in the German Church at 27 West Second street.
Worship 10:30 a. m. in the German Church at 27 West Second street.
Worship 7:30 p. m. in the German Church at 27 West Second street.
At 10:30 a. m. in the German Church at 27 West Second street.

First Baptist Church.
Rev. J. H. Fisher, D. D., Pastor.
Sunday school 9:30 a. m. in the German Church at 27 West Second street.
Worship 10:30 a. m. in the German Church at 27 West Second street.
Worship 7:30 p. m. in the German Church at 27 West Second street.
At 10:30 a. m. in the German Church at 27 West Second street.

The Democratic primary in Robertson county comes off two weeks from today.

Davis & Shaler, George Strawder and J. C. Callahan, Jr., will occupy the new building on Market owned by Ringgold Lodge, I. O. O. F.

Miss Maud Estler, daughter of Mr. and Mrs. O. O. McCarver of Mt. Oliver, fell from a hammock a few days ago and fractured a bone in her right arm.

Chairman C. C. McChord and Hon. John C. Wood of the State Railroad Commission are completing arrangements for the publication of a new railroad map of Kentucky. This department has not issued a map since 1885, and the supply has been exhausted. A copy of the old map sold in Louisville a few days since for \$10.

An appeal has been taken to the United States Circuit Court of Appeals in the case of John C. Underwood vs. S. A. Cunningham and others. The Methodist Publishing House of Nashville. The jury gave judgment against the defendants jointly for \$15,000, and against Mr. Cunningham for \$10,000, and Judge Evans reduced the former to \$5,000 and denied the motion for a new trial.

As a Food For the Skin.

To Make It Smooth, Healthy and Beautiful, Dr. Chase's Ointment is Made by Thousands of Fair Women.

Every woman, no matter how beautiful her skin, finds need at times of some preparation to overcome the redness and roughness and to cure the pimples, blackheads and skin irritations.

Powders may cover up the disfiguring eruptions, but can never remove them and are positively injurious because they clog up the pores of the skin.

Dr. Chase's Ointment is a food for the skin. It is readily absorbed, and thoroughly cleanses and every skin disease, making the skin smooth, soft and clear.

No woman's toilet is complete without Dr. Chase's Ointment, for besides being the most perfect skin beautifier obtainable it can be used in a score of different ways.

It absolutely cures eczema, skin rashes and the itching to which women are especially subject. The ointment does not irritate the skin when applied, but soothes the sore or inflamed surface. It immediately stops itching of the skin and cures the skin.

When the feet are sore and chafed with walking an application of Dr. Chase's Ointment takes the smarting away and allays the inflammation in a surprisingly short time. Then for burns, scalds and every sort of chafing irritation, the ointment is indispensable in the home.

Thousands of homes in the United States. It does not cause pain when applied; so comes a box, at a food for the skin. Dr. Chase's Ointment, Buffalo, N. Y.

For sale by THOS. J. CHENOWETH, Druggist.

THE...BIG FEAR

OF 1901 AT RIPLEY, O., AUGUST 20, 21, 22.

One day for the record from the C. and O. Railroad, Louisville, Ky., to Ripley, Ohio, and back, was made in 1901. The train was composed of the following cars: 1. Pullman sleeping car, 2. Pullman dining car, 3. Pullman baggage car, 4. Pullman mail car, 5. Pullman passenger car, 6. Pullman passenger car, 7. Pullman passenger car, 8. Pullman passenger car, 9. Pullman passenger car, 10. Pullman passenger car, 11. Pullman passenger car, 12. Pullman passenger car, 13. Pullman passenger car, 14. Pullman passenger car, 15. Pullman passenger car, 16. Pullman passenger car, 17. Pullman passenger car, 18. Pullman passenger car, 19. Pullman passenger car, 20. Pullman passenger car, 21. Pullman passenger car, 22. Pullman passenger car, 23. Pullman passenger car, 24. Pullman passenger car, 25. Pullman passenger car, 26. Pullman passenger car, 27. Pullman passenger car, 28. Pullman passenger car, 29. Pullman passenger car, 30. Pullman passenger car, 31. Pullman passenger car, 32. Pullman passenger car, 33. Pullman passenger car, 34. Pullman passenger car, 35. Pullman passenger car, 36. Pullman passenger car, 37. Pullman passenger car, 38. Pullman passenger car, 39. Pullman passenger car, 40. Pullman passenger car, 41. Pullman passenger car, 42. Pullman passenger car, 43. Pullman passenger car, 44. Pullman passenger car, 45. Pullman passenger car, 46. Pullman passenger car, 47. Pullman passenger car, 48. Pullman passenger car, 49. Pullman passenger car, 50. Pullman passenger car, 51. Pullman passenger car, 52. Pullman passenger car, 53. Pullman passenger car, 54. Pullman passenger car, 55. Pullman passenger car, 56. Pullman passenger car, 57. Pullman passenger car, 58. Pullman passenger car, 59. Pullman passenger car, 60. Pullman passenger car, 61. Pullman passenger car, 62. Pullman passenger car, 63. Pullman passenger car, 64. Pullman passenger car, 65. Pullman passenger car, 66. Pullman passenger car, 67. Pullman passenger car, 68. Pullman passenger car, 69. Pullman passenger car, 70. Pullman passenger car, 71. Pullman passenger car, 72. Pullman passenger car, 73. Pullman passenger car, 74. Pullman passenger car, 75. Pullman passenger car, 76. Pullman passenger car, 77. Pullman passenger car, 78. Pullman passenger car, 79. Pullman passenger car, 80. Pullman passenger car, 81. Pullman passenger car, 82. Pullman passenger car, 83. Pullman passenger car, 84. Pullman passenger car, 85. Pullman passenger car, 86. Pullman passenger car, 87. Pullman passenger car, 88. Pullman passenger car, 89. Pullman passenger car, 90. Pullman passenger car, 91. Pullman passenger car, 92. Pullman passenger car, 93. Pullman passenger car, 94. Pullman passenger car, 95. Pullman passenger car, 96. Pullman passenger car, 97. Pullman passenger car, 98. Pullman passenger car, 99. Pullman passenger car, 100. Pullman passenger car, 101. Pullman passenger car, 102. Pullman passenger car, 103. Pullman passenger car, 104. Pullman passenger car, 105. Pullman passenger car, 106. Pullman passenger car, 107. Pullman passenger car, 108. Pullman passenger car, 109. Pullman passenger car, 110. Pullman passenger car, 111. Pullman passenger car, 112. Pullman passenger car, 113. Pullman passenger car, 114. Pullman passenger car, 115. Pullman passenger car, 116. Pullman passenger car, 117. Pullman passenger car, 118. Pullman passenger car, 119. Pullman passenger car, 120. Pullman passenger car, 121. Pullman passenger car, 122. Pullman passenger car, 123. Pullman passenger car, 124. Pullman passenger car, 125. Pullman passenger car, 126. Pullman passenger car, 127. Pullman passenger car, 128. Pullman passenger car, 129. Pullman passenger car, 130. Pullman passenger car, 131. Pullman passenger car, 132. Pullman passenger car, 133. Pullman passenger car, 134. Pullman passenger car, 135. Pullman passenger car, 136. Pullman passenger car, 137. Pullman passenger car, 138. Pullman passenger car, 139. Pullman passenger car, 140. Pullman passenger car, 141. Pullman passenger car, 142. Pullman passenger car, 143. Pullman passenger car, 144. Pullman passenger car, 145. Pullman passenger car, 146. Pullman passenger car, 147. Pullman passenger car, 148. Pullman passenger car, 149. Pullman passenger car, 150. Pullman passenger car, 151. Pullman passenger car, 152. Pullman passenger car, 153. Pullman passenger car, 154. Pullman passenger car, 155. Pullman passenger car, 156. Pullman passenger car, 157. Pullman passenger car, 158. Pullman passenger car, 159. Pullman passenger car, 160. Pullman passenger car, 161. Pullman passenger car, 162. Pullman passenger car, 163. Pullman passenger car, 164. Pullman passenger car, 165. Pullman passenger car, 166. Pullman passenger car, 167. Pullman passenger car, 168. Pullman passenger car, 169. Pullman passenger car, 170. Pullman passenger car, 171. Pullman passenger car, 172. Pullman passenger car, 173. Pullman passenger car, 174. Pullman passenger car, 175. Pullman passenger car, 176. Pullman passenger car, 177. Pullman passenger car, 178. Pullman passenger car, 179. Pullman passenger car, 180. Pullman passenger car, 181. Pullman passenger car, 182. Pullman passenger car, 183. Pullman passenger car, 184. Pullman passenger car, 185. Pullman passenger car, 186. Pullman passenger car, 187. Pullman passenger car, 188. Pullman passenger car, 189. Pullman passenger car, 190. Pullman passenger car, 191. Pullman passenger car, 192. Pullman passenger car, 193. Pullman passenger car, 194. Pullman passenger car, 195. Pullman passenger car, 196. Pullman passenger car, 197. Pullman passenger car, 198. Pullman passenger car, 199. Pullman passenger car, 200. Pullman passenger car, 201. Pullman passenger car, 202. Pullman passenger car, 203. Pullman passenger car, 204. Pullman passenger car, 205. Pullman passenger car, 206. Pullman passenger car, 207. Pullman passenger car, 208. Pullman passenger car, 209. Pullman passenger car, 210. Pullman passenger car, 211. Pullman passenger car, 212. Pullman passenger car, 213. Pullman passenger car, 214. Pullman passenger car, 215. Pullman passenger car, 216. Pullman passenger car, 217. Pullman passenger car, 218. Pullman passenger car, 219. Pullman passenger car, 220. Pullman passenger car, 221. Pullman passenger car, 222. Pullman passenger car, 223. Pullman passenger car, 224. Pullman passenger car, 225. Pullman passenger car, 226. Pullman passenger car, 227. Pullman passenger car, 228. Pullman passenger car, 229. Pullman passenger car, 230. Pullman passenger car, 231. Pullman passenger car, 232. Pullman passenger car, 233. Pullman passenger car, 234. Pullman passenger car, 235. Pullman passenger car, 236. Pullman passenger car, 237. Pullman passenger car, 238. Pullman passenger car, 239. Pullman passenger car, 240. Pullman passenger car, 241. Pullman passenger car, 242. Pullman passenger car, 243. Pullman passenger car, 244. Pullman passenger car, 245. Pullman passenger car, 246. Pullman passenger car, 247. Pullman passenger car, 248. Pullman passenger car, 249. Pullman passenger car, 250. Pullman passenger car, 251. Pullman passenger car, 252. Pullman passenger car, 253. Pullman passenger car, 254. Pullman passenger car, 255. Pullman passenger car, 256. Pullman passenger car, 257. Pullman passenger car, 258. Pullman passenger car, 259. Pullman passenger car, 260. Pullman passenger car, 261. Pullman passenger car, 262. Pullman passenger car, 263. Pullman passenger car, 264. Pullman passenger car, 265. Pullman passenger car, 266. Pullman passenger car, 267. Pullman passenger car, 268. Pullman passenger car, 269. Pullman passenger car, 270. Pullman passenger car, 271. Pullman passenger car, 272. Pullman passenger car, 273. Pullman passenger car, 274. Pullman passenger car, 275. Pullman passenger car, 276. Pullman passenger car, 277. Pullman passenger car, 278. Pullman passenger car, 279. Pullman passenger car, 280. Pullman passenger car, 281. Pullman passenger car, 282. Pullman passenger car, 283. Pullman passenger car, 284. Pullman passenger car, 285. Pullman passenger car, 286. Pullman passenger car, 287. Pullman passenger car, 288. Pullman passenger car, 289. Pullman passenger car, 290. Pullman passenger car, 291. Pullman passenger car, 292. Pullman passenger car, 293. Pullman passenger car, 294. Pullman passenger car, 295. Pullman passenger car, 296. Pullman passenger car, 297. Pullman passenger car, 298. Pullman passenger car, 299. Pullman passenger car, 300. Pullman passenger car, 301. Pullman passenger car, 302. Pullman passenger car, 303. Pullman passenger car, 304. Pullman passenger car, 305. Pullman passenger car, 306. Pullman passenger car, 307. Pullman passenger car, 308. Pullman passenger car, 309. Pullman passenger car, 310. Pullman passenger car, 311. Pullman passenger car, 312. Pullman passenger car, 313. Pullman passenger car, 314. Pullman passenger car, 315. Pullman passenger car, 316. Pullman passenger car, 317. Pullman passenger car, 318. Pullman passenger car, 319. Pullman passenger car, 320. Pullman passenger car, 321. Pullman passenger car, 322. Pullman passenger car, 323. Pullman passenger car, 324. Pullman passenger car, 325. Pullman passenger car, 326. Pullman passenger car, 327. Pullman passenger car, 328. Pullman passenger car, 329. Pullman passenger car, 330. Pullman passenger car, 331. Pullman passenger car, 332. Pullman passenger car, 333. Pullman passenger car, 334. Pullman passenger car, 335. Pullman passenger car, 336. Pullman passenger car, 337. Pullman passenger car, 338. Pullman passenger car, 339. Pullman passenger car, 340. Pullman passenger car, 341. Pullman passenger car, 342. Pullman passenger car, 343. Pullman passenger car, 344. Pullman passenger car, 345. Pullman passenger car, 346. Pullman passenger car, 347. Pullman passenger car, 348. Pullman passenger car, 349. Pullman passenger car, 350. Pullman passenger car, 351. Pullman passenger car, 352. Pullman passenger car, 353. Pullman passenger car, 354. Pullman passenger car, 355. Pullman passenger car, 356. Pullman passenger car, 357. Pullman passenger car, 358. Pullman passenger car, 359. Pullman passenger car, 360. Pullman passenger car, 361. Pullman passenger car, 362. Pullman passenger car, 363. Pullman passenger car, 364. Pullman passenger car, 365. Pullman passenger car, 366. Pullman passenger car, 367. Pullman passenger car, 368. Pullman passenger car, 369. Pullman passenger car, 370. Pullman passenger car, 371. Pullman passenger car, 372. Pullman passenger car, 373. Pullman passenger car, 374. Pullman passenger car, 375. Pullman passenger car, 376. Pullman passenger car, 377. Pullman passenger car, 378. Pullman passenger car, 379. Pullman passenger car, 380. Pullman passenger car, 381. Pullman passenger car, 382. Pullman passenger car, 383. Pullman passenger car, 384. Pullman passenger car, 385. Pullman passenger car, 386. Pullman passenger car, 387. Pullman passenger car, 388. Pullman passenger car, 389. Pullman passenger car, 390. Pullman passenger car, 391. Pullman passenger car, 392. Pullman passenger car, 393. Pullman passenger car, 394. Pullman passenger car, 395. Pullman passenger car, 396. Pullman passenger car, 397. Pullman passenger car, 398. Pullman passenger car, 399. Pullman passenger car, 400. Pullman passenger car, 401. Pullman passenger car, 402. Pullman passenger car, 403. Pullman passenger car, 404. Pullman passenger car, 405. Pullman passenger car, 406. Pullman passenger car, 407. Pullman passenger car, 408. Pullman passenger car, 409. Pullman passenger car, 410. Pullman passenger car, 411. Pullman passenger car, 412. Pullman passenger car, 413. Pullman passenger car, 414. Pullman passenger car, 415. Pullman passenger car, 416. Pullman passenger car, 417. Pullman passenger car, 418. Pullman passenger car, 419. Pullman passenger car, 420. Pullman passenger car, 421. Pullman passenger car, 422. Pullman passenger car, 423. Pullman passenger car, 424. Pullman passenger car, 425. Pullman passenger car, 426. Pullman passenger car, 427. Pullman passenger car, 428. Pullman passenger car, 429. Pullman passenger car, 430. Pullman passenger car, 431. Pullman passenger car, 432. Pullman passenger car, 433. Pullman passenger car, 434. Pullman passenger car, 435. Pullman passenger car, 436. Pullman passenger car, 437. Pullman passenger car, 438. Pullman passenger car, 439. Pullman passenger car, 440. Pullman passenger car, 441. Pullman passenger car, 442. Pullman passenger car, 443. Pullman passenger car, 444. Pullman passenger car, 445. Pullman passenger car, 446. Pullman passenger car, 447. Pullman passenger car, 448. Pullman passenger car, 449. Pullman passenger car, 450. Pullman passenger car, 451. Pullman passenger car, 452. Pullman passenger car, 453. Pullman passenger car, 454. Pullman passenger car, 455. Pullman passenger car, 456. Pullman passenger car, 457. Pullman passenger car, 458. Pullman passenger car, 459. Pullman passenger car, 460. Pullman passenger car, 461. Pullman passenger car, 462. Pullman passenger car, 463. Pullman passenger car, 464. Pullman passenger car, 465. Pullman passenger car, 466. Pullman passenger car, 467. Pullman passenger car, 468. Pullman passenger car, 469. Pullman passenger car, 470. Pullman passenger car, 471. Pullman passenger car, 472. Pullman passenger car, 473. Pullman passenger car, 474. Pullman passenger car, 475. Pullman passenger car, 476. Pullman passenger car, 477. Pullman passenger car, 478. Pullman passenger car, 479. Pullman passenger car, 480. Pullman passenger car, 481. Pullman passenger car, 482. Pullman passenger car, 483. Pullman passenger car, 484. Pullman passenger car, 485. Pullman passenger car, 486. Pullman passenger car, 487. Pullman passenger car, 488. Pullman passenger car, 489. Pullman passenger car, 490. Pullman passenger car, 491. Pullman passenger car, 492. Pullman passenger car, 493. Pullman passenger car, 494. Pullman passenger car, 495. Pullman passenger car, 496. Pullman passenger car, 497. Pullman passenger car, 498. Pullman passenger car, 499. Pullman passenger car, 500. Pullman passenger car, 501. Pullman passenger car, 502. Pullman passenger car, 503. Pullman passenger car, 504. Pullman passenger car, 505. Pullman passenger car, 506. Pullman passenger car, 507. Pullman passenger car, 508. Pullman passenger car, 509. Pullman passenger car, 510. Pullman passenger car, 511. Pullman passenger car, 512. Pullman passenger car, 513. Pullman passenger car, 514. Pullman passenger car, 515. Pullman passenger car, 516. Pullman passenger car, 517. Pullman passenger car, 518. Pullman passenger car, 519. Pullman passenger car, 520. Pullman passenger car, 521. Pullman passenger car, 522. Pullman passenger car, 523. Pullman passenger car, 524. Pullman passenger car, 525. Pullman passenger car, 526. Pullman passenger car, 527. Pullman passenger car, 528. Pullman passenger car, 529. Pullman passenger car, 530. Pullman passenger car, 531. Pullman passenger car, 532. Pullman passenger car, 533. Pullman passenger car, 534. Pullman passenger car, 535. Pullman passenger car, 536. Pullman passenger car, 537. Pullman passenger car, 538. Pullman passenger car, 539. Pullman passenger car, 540. Pullman passenger car, 541. Pullman passenger car, 542. Pullman passenger car, 543. Pullman passenger car, 544. Pullman passenger car, 545. Pullman passenger car, 546. Pullman passenger car, 547. Pullman passenger car, 548. Pullman passenger car, 549. Pullman passenger car, 550. Pullman passenger car, 551. Pullman passenger car, 552. Pullman passenger car, 553. Pullman passenger car, 554. Pullman passenger car, 555. Pullman passenger car, 556. Pullman passenger car, 557. Pullman passenger car, 558. Pullman passenger car, 559. Pullman passenger car, 560. Pullman passenger car, 561. Pullman passenger car, 562. Pullman passenger car, 563. Pullman passenger car, 564. Pullman passenger car, 565. Pullman passenger car, 566. Pullman passenger car, 567. Pullman passenger car, 568. Pullman passenger car, 569. Pullman passenger car, 570. Pullman passenger car, 571. Pullman passenger car, 572. Pullman passenger car, 573. Pullman passenger car, 574. Pullman passenger car, 575. Pullman passenger car, 576. Pullman passenger car, 577. Pullman passenger car, 578. Pullman passenger car, 579. Pullman passenger car, 580. Pullman passenger car, 581. Pullman passenger car, 582. Pullman passenger car, 583. Pullman passenger car, 584. Pullman passenger car, 585. Pullman passenger car, 586. Pullman passenger car, 587. Pullman passenger car, 588. Pullman passenger car, 589. Pullman passenger car, 590. Pullman passenger

STRIKE IS STILL ON

There Are Many Rumors But No Signs of a Settlement Are in Sight.

THE WORKERS HAVE GAINED STEADILY.

The Amalgamated Forces Claim to Be Well Satisfied With the Situation at Present.

The Merchants of Wellsville Back the American Sheet Steel Co. in Their Fight Against the Strikers.

Pittsburgh, Pa., July 20.—The strike situation can not be termed materially changed, although many rumors are in the air to the effect that a settlement of the trouble is imminent. None of these reports have been verified, and the conclusion reached is that no settlement is in sight.

At the offices of the Carnegie Co. and at the headquarters of the manufacturers the usual silence is preserved concerning the strike. The business or the status of the strike is not discussed. President Shaffer, of the Amalgamated association, however, expresses his entire satisfaction with the progress of the battle, and says the workers have gained steadily, while the manufacturers have lost continually since last January. He says that up to the present time the Amalgamated forces contemplate no change in their program, being perfectly satisfied with the showing their people have made. President Shaffer says the advance in wages offered the strike mill workers at McKeesport, while seemingly large, will not bring the pay up to the minimum.

The Fight at Wellsville.
From the strike center at Wellsville, O., comes word that striking men in that vicinity speak in an increasingly restless day. There is no longer any doubt that the owners of the Wellsville plant of the American Sheet Steel Co. have many of the largest merchants lack of them in their fight against the workmen, much bitterness has resulted. Confronted with such a situation, it is not surprising that the owners of the Wellsville plant of the American Sheet Steel Co. have many of the largest merchants lack of them in their fight against the workmen, much bitterness has resulted. Confronted with such a situation, it is not surprising that the owners of the Wellsville plant of the American Sheet Steel Co. have many of the largest merchants lack of them in their fight against the workmen, much bitterness has resulted.

Pressure brought to bear along this line, the strikers say, is expected to be as they are more determined now than ever before. They are more than angry with the merchants. Those Wellsville men who are not strikers, excellent workmen, and many of them have money invested in property there, so that should the mill be shut down at Vandergrift, it would affect them. They do not believe the promise, which accompanies the threat, that the mill from Deaton, O., will be brought to the place in case the present trouble is settled.

THE HOOP MILL.

It is Probable That It Will Not Begin Operations Monday as Was Expected.

Cleveland, O., July 20.—The hoop mill, which was to have been started by the American Steel and Wire Co. on Monday, has not begun operations on Monday as was expected. J. A. Ward, vice president of the Amalgamated Association of Iron, Steel and Tin Workers, for the Sixth district, came to Cleveland, and after a few hours' work among the men who had been selected by the company to operate the mill, they were told that they were not to begin operations on Monday as was expected. J. A. Ward, vice president of the Amalgamated Association of Iron, Steel and Tin Workers, for the Sixth district, came to Cleveland, and after a few hours' work among the men who had been selected by the company to operate the mill, they were told that they were not to begin operations on Monday as was expected.

INTERNATIONAL COUNCIL.

The Delegates From Metal Trades Unions of the United States and Canada to Meet.

St. Louis, July 20.—An international convention of delegates from the various metal trades unions of the United States and Canada will convene Sunday at the Hotel Jefferson, for the purpose of organizing an association, to be known as the National Metal Trades Council.

A movement to unite in a national council was first made at the convention of the American Federation of Labor, held December 1900, at Louisville, Ky., and had for its purpose the affiliation of all the metal trades unions. It is intended to effect the complete organization at the convention, which will be in session for a week.

Sent to An Asylum.

Washington, July 20.—Francis Schlatter, who acquired at one time great notoriety by his pretensions to be the "Divine Healer," has been sent to the government insane asylum by a police magistrate here. He was arrested for being a vagrant.

Declared the Strike Off.

Peebles, Pa., July 20.—The strikers who have been on a strike at three agricultural implement factories have declared the strike off.

LIGHTNING'S WORK.

Four Persons Were Killed and Three Others Severely Injured Near Grove City, Pa.

Grove City, Pa., July 20.—A fierce electrical storm here resulted in four deaths and the severe injury of three other persons.

A section crew on the Bessemer & Lake Erie railroad were returning home from work when the storm came up. They left the railroad track and hastened to a deserted house at the Pheasant mine for shelter. Hardly had they reached the shelter of the place when the house was struck by lightning. Luther Campbell, foreman of the section crew, and Howard Cornelius, one of the section men, were both struck by one bolt and instantly killed. During the storm a house occupied by a gang of Italian, working on the Pheasant mine, was struck and almost totally destroyed. Two of the men were instantly killed and several of their companions were severely shocked, one or two of whom may die.

Much other damage was done in this region by the storm, which is said to have been one of the worst electrical displays ever witnessed in this county.

AMATEUR OARSMEN.

The Regatta of the National Association on the Schuylkill River, Philadelphia.

Philadelphia, July 20.—Under conditions that could not be improved, the 26th annual regatta of the National Association of Amateur Oarsmen were held on the Schuylkill river, on the initial day's sport was in every way a success. All the crews were in the fine condition, and several of the events were not won until the final fall. Winning crews were the "Pittsburgh," winning two events while St. Louis, Worcester, Toronto, Philadelphia, Detroit and New York each won one race. The race of the day was between Detroit and Vesper, of Philadelphia, in the senior, paired oar event, in which the latter won by two seconds.

HEAVY RAINS.

Large Portion of the Texas Cotton Country Sunk. Doing Much Work Done to the Crop.

Houston, Tex., July 20.—Heavy rains are reported from many parts of Texas. While the rain is not general, it has done much to the crop. The reports from Denton, Ft. Worth and Vernon in Northern Texas said that the downpour covered a big area in the vicinity of those towns. There is still a considerable part of the cotton crop in the state in need of rain, but the late reports indicate that there is hope for rain before Sunday evening.

SAILORS STRIKE.

Fifteen of Those Engaged to Sail the Shamrock II, Made a Demand For More Money.

Gloucester, July 20.—Fifteen of the sailors engaged by Sir Thomas Lipton to sail the Shamrock II, have refused to go to the United States Navy they have been demobilized at Gloucester and the crew were paid off. Fifteen of them had arranged to transfer to the challenger at a house of call, but their names struck for £13.

Thomas Lipton has not announced what he will do in the matter.

TOOK POISON.

Son of Sir Kenneth McKenzie, Secretary to the Lord High Chancellor of England, Suicided.

Houston, Tex., July 20.—William Montague Mackenzie died here Thursday from the effects of poison and Friday it was stated that the drug was taken with suicidal intent. The dead man was the only son of Sir Kenneth McKenzie, secretary to the lord high chancellor of England. Mackenzie and his wife have lived here quietly, and it is known that the young man had been receiving remittances from home. The widow will return to her parents in London.

Dropped Dead in a Coach.
Webster, Kan., July 20.—A man, believed to be a train returning from El Reno, F. B. Smith, an aged man from Bonham, Tex., dropped dead in a crowded passenger car. The body was taken to Oklahoma City. His wife and daughter were with him.

Killed One and Wounded Another.
Urbana, Ill., July 20.—As the result of a quarrel Edward Whittier shot and instantly killed John Miller, and fatally wounded John July Whittier gave himself up to the police.

Salmon Fishers' Strike Adjusted.
Vancouver, B. C., July 20.—The strike of the salmon fishers against the Fraser river cannery has been adjusted. The union men will begin fishing on Sunday night.

Failures For the Week.
New York, July 20.—Failures for the week numbered 193 in the United States, against 231 last year, and 35 in Canada, against 87 last year.

Valuable Vein of Gold Discovered.
Lacrosse, Wis., July 20.—A valuable vein of gold was discovered on the farm of J. V. Allen, a few miles from Avalanche, Vernon county, Wis.

SHARP CRITICISM.

Gen. Felix Agnis Telegraphs McKinley in Regard to MacLay's History of the Navy.

THE WORK USED AS A TEXT BOOK.

It Calls R. Adm. Schley a Coward, a Liar, a Catfish, an Incompetent and an Insubordinate.

Secretary Long Ordered the History Stricken Off the List of Text Books at the Naval Academy.

Baltimore, July 20.—Gen. Felix Agnis, publisher of the Baltimore American, has telegraphed to President McKinley the following:

"William McKinley, President, Carlton, O.—MacLay's History of the Navy is the standard in use at the naval academy. In the third volume, not issued, the historical sketch of R. Adm. Schley with being a coward, a liar, a catfish, an incompetent and an insubordinate. In an interview in the American Mercury, a historical sketch of a navy department clerk, classed as a laborer and attached to the Brooklyn navy yard, said that proofs of the historical sketch which should have told the most glorious story in all our naval annals, were submitted to Secretary Long and Adm. Simpson and approved by them in advance of publication; also, that Long put him in his present position after he had read and approved this scurrilous attack upon Adm. Schley. These proofs were also submitted to Adm. Dewey, who refused to read them. If I might be permitted to convey my faith that a clerk in the navy department has committed to traduce the hero of Santiago, and that the conspiracy was carried into execution while that brave and gallant officer was suffering expiation on the fever-infected coasts of South America, this should furnish it."

President Asked to Intervene.
"Will you, Mr. President, in view of all this, sit quietly by and permit these conspirators to continue their diabolical work? Every justice-loving American appeals to you to intervene."

Long has directed Commodore Walter Wright, the superintendent of the naval academy, to strike off the list of text books used by naval cadets, a "History of the United States Navy." He has also written a sharp letter to MacLay demanding to know the truth of a statement made by him in an interview, in which he had shown the proof sheets of his book to Secretary Long and received his endorsement."

Mr. Long, however, having seen any proofs except those of one chapter on the "Mobilization of the New Navy."

MACLAY'S STATEMENT.
He Will Revise That Portion of His History That Deals With the Battle of Santiago.

New York, July 20.—Editor S. MacLay Friday replied to a dispatch which has been made upon his historical work dealing with Adm. Schley and the navy during the Spanish war.

"I do not appreciate at the time I wrote the book that the terms were immediate and untempered. It is now my intention to revise that portion of the work that deals with the battle of Santiago. I shall not alter the facts, for they are correct. I must first be assured that they are in error. The proofs were submitted to the officers who took part in the battle of Santiago, as well as to Secretary Long, and received their approval. I should explain that only those portions of the book were submitted to each officer that related to him personally or to the part he took in the battle. The proofs submitted to Mr. Long dealt with the part of the war that concerned him."

Adm. Schley, and I wrote as I did because I was given under control. MacLay is an employee of the Brooklyn navy yard.

Fire in Cincinnati.
Cincinnati, July 20.—The West Eighth street plant of the Globes Service Co. was badly damaged by fire. Immense volumes of water were thrown into the street, and the fire was hard to subdue, and it was not until after an hour's hard fighting that it was gotten under control. The loss will approximate \$100,000. Fully 400 employees will be thrown out of work by the fire.

Capt. Strong Resigns.
Washington, July 20.—It was officially announced at the war department that the president had accepted the resignation of Capt. Putnam Bradley Strong, quartermaster, U. S. A., to take effect July 15.

Margaret Fuller Ossoli Memorial.
Margaret Fuller Ossoli was unveiled in the presence of 3,000 people at Point O' Woods, L. I.

FRIDAY'S GAMES.

National League.
Innings. 1 2 3 4 5 6 7 8 9—R. H. E.
Cincinnati. 1 1 0 0 0 0 0 0 0—6 12 1
Philadelphia. 0 0 0 0 1 0 0 0 0—2 11 3
Bryn Mawr. 0 0 0 0 0 0 0 0 0—0 10 3
Brooklyn. 0 0 0 0 0 0 0 0 0—5 4 1
Pittsburgh. 0 0 0 0 0 0 0 0 0—0 10 3
St. Louis. 0 0 0 0 0 0 0 0 0—0 10 3
New York. 0 0 0 0 0 0 0 0 0—2 10 0
Cleveland. 0 0 0 0 0 0 0 0 0—2 10 0
Chicago. 0 0 0 0 0 0 0 0 0—2 10 0

International League.
Innings. 1 2 3 4 5 6 7 8 9—R. H. E.
Cincinnati. 1 1 0 0 0 0 0 0 0—6 12 1
Philadelphia. 0 0 0 0 1 0 0 0 0—2 11 3
Bryn Mawr. 0 0 0 0 0 0 0 0 0—0 10 3
Brooklyn. 0 0 0 0 0 0 0 0 0—5 4 1
Pittsburgh. 0 0 0 0 0 0 0 0 0—0 10 3
St. Louis. 0 0 0 0 0 0 0 0 0—0 10 3
New York. 0 0 0 0 0 0 0 0 0—2 10 0
Cleveland. 0 0 0 0 0 0 0 0 0—2 10 0
Chicago. 0 0 0 0 0 0 0 0 0—2 10 0

American League.
Innings. 1 2 3 4 5 6 7 8 9—R. H. E.
Cincinnati. 1 1 0 0 0 0 0 0 0—6 12 1
Philadelphia. 0 0 0 0 1 0 0 0 0—2 11 3
Bryn Mawr. 0 0 0 0 0 0 0 0 0—0 10 3
Brooklyn. 0 0 0 0 0 0 0 0 0—5 4 1
Pittsburgh. 0 0 0 0 0 0 0 0 0—0 10 3
St. Louis. 0 0 0 0 0 0 0 0 0—0 10 3
New York. 0 0 0 0 0 0 0 0 0—2 10 0
Cleveland. 0 0 0 0 0 0 0 0 0—2 10 0
Chicago. 0 0 0 0 0 0 0 0 0—2 10 0

Western Association.
Innings. 1 2 3 4 5 6 7 8 9—R. H. E.
Cincinnati. 1 1 0 0 0 0 0 0 0—6 12 1
Philadelphia. 0 0 0 0 1 0 0 0 0—2 11 3
Bryn Mawr. 0 0 0 0 0 0 0 0 0—0 10 3
Brooklyn. 0 0 0 0 0 0 0 0 0—5 4 1
Pittsburgh. 0 0 0 0 0 0 0 0 0—0 10 3
St. Louis. 0 0 0 0 0 0 0 0 0—0 10 3
New York. 0 0 0 0 0 0 0 0 0—2 10 0
Cleveland. 0 0 0 0 0 0 0 0 0—2 10 0
Chicago. 0 0 0 0 0 0 0 0 0—2 10 0

International League.
Innings. 1 2 3 4 5 6 7 8 9—R. H. E.
Cincinnati. 1 1 0 0 0 0 0 0 0—6 12 1
Philadelphia. 0 0 0 0 1 0 0 0 0—2 11 3
Bryn Mawr. 0 0 0 0 0 0 0 0 0—0 10 3
Brooklyn. 0 0 0 0 0 0 0 0 0—5 4 1
Pittsburgh. 0 0 0 0 0 0 0 0 0—0 10 3
St. Louis. 0 0 0 0 0 0 0 0 0—0 10 3
New York. 0 0 0 0 0 0 0 0 0—2 10 0
Cleveland. 0 0 0 0 0 0 0 0 0—2 10 0
Chicago. 0 0 0 0 0 0 0 0 0—2 10 0

Western Association.
Innings. 1 2 3 4 5 6 7 8 9—R. H. E.
Cincinnati. 1 1 0 0 0 0 0 0 0—6 12 1
Philadelphia. 0 0 0 0 1 0 0 0 0—2 11 3
Bryn Mawr. 0 0 0 0 0 0 0 0 0—0 10 3
Brooklyn. 0 0 0 0 0 0 0 0 0—5 4 1
Pittsburgh. 0 0 0 0 0 0 0 0 0—0 10 3
St. Louis. 0 0 0 0 0 0 0 0 0—0 10 3
New York. 0 0 0 0 0 0 0 0 0—2 10 0
Cleveland. 0 0 0 0 0 0 0 0 0—2 10 0
Chicago. 0 0 0 0 0 0 0 0 0—2 10 0

International League.
Innings. 1 2 3 4 5 6 7 8 9—R. H. E.
Cincinnati. 1 1 0 0 0 0 0 0 0—6 12 1
Philadelphia. 0 0 0 0 1 0 0 0 0—2 11 3
Bryn Mawr. 0 0 0 0 0 0 0 0 0—0 10 3
Brooklyn. 0 0 0 0 0 0 0 0 0—5 4 1
Pittsburgh. 0 0 0 0 0 0 0 0 0—0 10 3
St. Louis. 0 0 0 0 0 0 0 0 0—0 10 3
New York. 0 0 0 0 0 0 0 0 0—2 10 0
Cleveland. 0 0 0 0 0 0 0 0 0—2 10 0
Chicago. 0 0 0 0 0 0 0 0 0—2 10 0

Western Association.
Innings. 1 2 3 4 5 6 7 8 9—R. H. E.
Cincinnati. 1 1 0 0 0 0 0 0 0—6 12 1
Philadelphia. 0 0 0 0 1 0 0 0 0—2 11 3
Bryn Mawr. 0 0 0 0 0 0 0 0 0—0 10 3
Brooklyn. 0 0 0 0 0 0 0 0 0—5 4 1
Pittsburgh. 0 0 0 0 0 0 0 0 0—0 10 3
St. Louis. 0 0 0 0 0 0 0 0 0—0 10 3
New York. 0 0 0 0 0 0 0 0 0—2 10 0
Cleveland. 0 0 0 0 0 0 0 0 0—2 10 0
Chicago. 0 0 0 0 0 0 0 0 0—2 10 0

International League.
Innings. 1 2 3 4 5 6 7 8 9—R. H. E.
Cincinnati. 1 1 0 0 0 0 0 0 0—6 12 1
Philadelphia. 0 0 0 0 1 0 0 0 0—2 11 3
Bryn Mawr. 0 0 0 0 0 0 0 0 0—0 10 3
Brooklyn. 0 0 0 0 0 0 0 0 0—5 4 1
Pittsburgh. 0 0 0 0 0 0 0 0 0—0 10 3
St. Louis. 0 0 0 0 0 0 0 0 0—0 10 3
New York. 0 0 0 0 0 0 0 0 0—2 10 0
Cleveland. 0 0 0 0 0 0 0 0 0—2 10 0
Chicago. 0 0 0 0 0 0 0 0 0—2 10 0

Western Association.
Innings. 1 2 3 4 5 6 7 8 9—R. H. E.
Cincinnati. 1 1 0 0 0 0 0 0 0—6 12 1
Philadelphia. 0 0 0 0 1 0 0 0 0—2 11 3
Bryn Mawr. 0 0 0 0 0 0 0 0 0—0 10 3
Brooklyn. 0 0 0 0 0 0 0 0 0—5 4 1
Pittsburgh. 0 0 0 0 0 0 0 0 0—0 10 3
St. Louis. 0 0 0 0 0 0 0 0 0—0 10 3
New York. 0 0 0 0 0 0 0 0 0—2 10 0
Cleveland. 0 0 0 0 0 0 0 0 0—2 10 0
Chicago. 0 0 0 0 0 0 0 0 0—2 10 0

International League.
Innings. 1 2 3 4 5 6 7 8 9—R. H. E.
Cincinnati. 1 1 0 0 0 0 0 0 0—6 12 1
Philadelphia. 0 0 0 0 1 0 0 0 0—2 11 3
Bryn Mawr. 0 0 0 0 0 0 0 0 0—0 10 3
Brooklyn. 0 0 0 0 0 0 0 0 0—5 4 1
Pittsburgh. 0 0 0 0 0 0 0 0 0—0 10 3
St. Louis. 0 0 0 0 0 0 0 0 0—0 10 3
New York. 0 0 0 0 0 0 0 0 0—2 10 0
Cleveland. 0 0 0 0 0 0 0 0 0—2 10 0
Chicago. 0 0 0 0 0 0 0 0 0—2 10 0

Western Association.
Innings. 1 2 3 4 5 6 7 8 9—R. H. E.
Cincinnati. 1 1 0 0 0 0 0 0 0—6 12 1
Philadelphia. 0 0 0 0 1 0 0 0 0—2 11 3
Bryn Mawr. 0 0 0 0 0 0 0 0 0—0 10 3
Brooklyn. 0 0 0 0 0 0 0 0 0—5 4 1
Pittsburgh. 0 0 0 0 0 0 0 0 0—0 10 3
St. Louis. 0 0 0 0 0 0 0 0 0—0 10 3
New York. 0 0 0 0 0 0 0 0 0—2 10 0
Cleveland. 0 0 0 0 0 0 0 0 0—2 10 0
Chicago. 0 0 0 0 0 0 0 0 0—2 10 0

International League.
Innings. 1 2 3 4 5 6 7 8 9—R. H. E.
Cincinnati. 1 1 0 0 0 0 0 0 0—6 12 1
Philadelphia. 0 0 0 0 1 0 0 0 0—2 11 3
Bryn Mawr. 0 0 0 0 0 0 0 0 0—0 10 3
Brooklyn. 0 0 0 0 0 0 0 0 0—5 4 1
Pittsburgh. 0 0 0 0 0 0 0 0 0—0 10 3
St. Louis. 0 0 0 0 0 0 0 0 0—0 10 3
New York. 0 0 0 0 0 0 0 0 0—2 10 0
Cleveland. 0 0 0 0 0 0 0 0 0—2 10 0
Chicago. 0 0 0 0 0 0 0 0 0—2 10 0

Western Association.
Innings. 1 2 3 4 5 6 7 8 9—R. H. E.
Cincinnati. 1 1 0 0 0 0 0 0 0—6 12 1
Philadelphia. 0 0 0 0 1 0 0 0 0—2 11 3
Bryn Mawr. 0 0 0 0 0 0 0 0 0—0 10 3
Brooklyn. 0 0 0 0 0 0 0 0 0—5 4 1
Pittsburgh. 0 0 0 0 0 0 0 0 0—0 10 3
St. Louis. 0 0 0 0 0 0 0 0 0—0 10 3
New York. 0 0 0 0 0 0 0 0 0—2 10 0
Cleveland. 0 0 0 0 0 0 0 0 0—2 10 0
Chicago. 0 0 0 0 0 0 0 0 0—2 10 0

International League.
Innings. 1 2 3 4 5 6 7 8 9—R. H. E.
Cincinnati. 1 1 0 0 0 0 0 0 0—6 12 1
Philadelphia. 0 0 0 0 1 0 0 0 0—2 11 3
Bryn Mawr. 0 0 0 0 0 0 0 0 0—0 10 3
Brooklyn. 0 0 0 0 0 0 0 0 0—5 4 1
Pittsburgh. 0 0 0 0 0 0 0 0 0—0 10 3
St. Louis. 0 0 0 0 0 0 0 0 0—0 10 3
New York. 0 0 0 0 0 0 0 0 0—2 10 0
Cleveland. 0 0 0 0 0 0 0 0 0—2 10 0
Chicago. 0 0 0 0 0 0 0 0 0—2 10 0

Western Association.
Innings. 1 2 3 4 5 6 7 8 9—R. H. E.
Cincinnati. 1 1 0 0 0 0 0 0 0—6 12 1
Philadelphia. 0 0 0 0 1 0 0 0 0—2 11 3
Bryn Mawr. 0 0 0 0 0 0 0 0 0—0 10 3
Brooklyn. 0 0 0 0 0 0 0 0 0—5 4 1
Pittsburgh. 0 0 0 0 0 0 0 0 0—0 10 3
St. Louis. 0 0 0 0 0 0 0 0 0—0 10 3
New York. 0 0 0 0 0 0 0 0 0—2 10 0
Cleveland. 0 0 0 0 0 0 0 0 0—2 10 0
Chicago. 0 0 0 0 0 0 0 0 0—2 10 0

International League.
Innings. 1 2 3 4 5 6 7 8 9—R. H. E.
Cincinnati. 1 1 0 0 0 0 0 0 0—6 12 1
Philadelphia. 0 0 0 0 1 0 0 0 0—2 11 3
Bryn Mawr. 0 0 0 0 0 0 0 0 0—0 10 3
Brooklyn. 0 0 0 0 0 0 0 0 0—5 4 1
Pittsburgh. 0 0 0 0 0 0 0 0 0—0 10 3
St. Louis. 0 0 0 0 0 0 0 0 0—0 10 3
New York. 0 0 0 0 0 0 0 0 0—2 10 0
Cleveland. 0 0 0 0 0 0 0 0 0—2 10 0
Chicago. 0 0 0 0 0 0 0 0 0—2 10 0

Western Association.
Innings. 1 2 3 4 5 6 7 8 9—R. H. E.
Cincinnati. 1 1 0 0 0 0 0 0 0—6 12 1
Philadelphia. 0 0 0 0 1 0 0 0 0—2 11 3
Bryn Mawr. 0 0 0 0 0 0 0 0 0—0 10 3
Brooklyn. 0 0 0 0 0 0 0 0 0—5 4 1
Pittsburgh. 0 0 0 0 0 0 0 0 0—0 10 3
St. Louis. 0 0 0 0 0 0 0 0 0—0 10 3
New York. 0 0 0 0 0 0 0 0 0—2 10 0
Cleveland. 0 0 0 0 0 0 0 0 0—2 10 0
Chicago. 0 0 0 0 0 0 0 0 0—2 10 0

SYRUP OF FIGS



AN EXCELLENT COMBINATION.

The pleasant method and beneficial effects of the well known remedy, Syrup of Figs, manufactured by the California Fig Syrup Co., illustrate the value of obtaining the liquid laxative principles of plants known to be medicinally laxative and presenting them in the most perfect form to the system. It is the one perfect strengthening laxative, cleansing the system effectually, dispelling all bile and all nervousness, gently yet promptly and enabling one to overcome habitual constipation permanently. Its perfect freedom from every objectionable quality and substance, and its acting on the kidneys, liver and bowels, without weakening or irritating them, make it the ideal laxative.

In the process of manufacturing figs are used, as they are pleasant to the taste, but the medicinal qualities of the remedy are obtained from senna and other aromatic plants, by a method known to the California Fig Syrup Co. only. In order to get its beneficial effects, and to avoid imitations, please remember the full name of the company printed on the front of every package.

CALIFORNIA FIG SYRUP CO.
SAN FRANCISCO, CAL.
LOUISVILLE, KY. NEW YORK, N. Y.
FARMACIA SERRAVALLO, TRIESTE, ITALY.

IF WANTING
...Dental Work
Call on one and learn prices. The cheapness of the work is guaranteed.

H. N. SMITH.
People's Column
No Charge! Advertisements under this heading inserted free.

People's Column
No Charge! Advertisements under this heading inserted free.

People's Column
No Charge! Advertisements under this heading inserted free.

People's Column
No Charge! Advertisements under this heading inserted free.

People's Column
No Charge! Advertisements under this heading inserted free.

People's Column
No Charge! Advertisements under this heading inserted free.

People's Column
No Charge! Advertisements under this heading inserted free.

People's Column
No Charge! Advertisements under this heading inserted free.

People's Column
No Charge! Advertisements under this heading inserted free.

People's Column
No Charge! Advertisements under this heading inserted free.

People's Column
No Charge! Advertisements under this heading inserted free.

People's Column
No Charge! Advertisements under this heading inserted free.

